



him. Satisfactory as the appointment appears on general grounds, the willingness of Sir Harry Parkes to go to Peking as the representative of his country is singularly expressive of the great improvement that has taken place in the relations between England and China since he was made prisoner twenty-two years ago in defiance of all the laws of humanity at Tung-chow. The Chinese might, indeed, feel with regard to Sir Harry Parkes some of the twinges of remorse; but they have reason to see in his return to Peking only the proof of his personal magnanimity, as well as of the sincerity of our friendship. "Sensis" writes as follows on the subject of Sir Thomas Wade's communication:

"Sir Harry Parkes was in 1856 then Acting Consul at Canton, and the whole case was in his hands from the first. All the demands on the Chinese authorities were made in his name; and although he was supported by the Minister, Sir John Bowring, it is important to recollect that Sir Harry Parkes was alone in direct communication with the Chinese authorities; that all the information sent down to Hongkong, where the Minister resided, came through his hands; and that when the case was finally handed over to Admiral Seymour to exact redress it was the Consul and not the Minister who issued the proclamation notifying the course taken to the inhabitants of Canton. Sir Thomas Wade contends that the responsibility rests with Sir John Bowring, who directed and approved the steps taken. No doubt that is the view the Foreign Office would take of the matter, but this does not touch your contention that the Chinese, from ignorance, no doubt, of foreign official regulations, have always attributed their troubles to the agent on the spot. As regards the war of 1860, it is quite true, as Sir Thomas Wade states, that Sir Harry Parkes was at Canton, two thousand miles away, when Sir F. Bruce was repulsed at the mouth of the Peiho in 1859. He, however, accompanied the army to Peking; he was taken prisoner by the Chinese, and it was in consequence of the treatment he and his fellow prisoners received that the famous Summer Palace, which contained all that was most valuable of the treasures of the Imperial Court, was sacked and burned. Further, it would not be difficult to show from the Blue Books that Sir Harry Parkes was believed by the Chinese to occupy a very high position, and to possess very great influence at the British camp, and at least to have it in his power to stop the onward movement of the British army. Sir Thomas Wade says with truth that he is very generally credited with friendly feelings towards China, and it is in keeping with his well-known chivalrous character that he has come forward to support the claims of an old colleague. But it is for the Government to consider whether it is wise to penalise in the appointment of a Minister whose name would be associated by the Empress Regent with the destruction of her palace and her own enforced flight from her capital, and whose coming, as you have remarked, cannot be otherwise than distasteful to the Chinese Government."

#### The Standard comments as follows:-

The critical state of the relations between France and China, which promises to affect, more or less directly, the interests of all foreigners, renders the appointment of so experienced a diplomatist as Sir Harry Parkes to the post of Minister at Peking a matter of general satisfaction. The retirement of Sir Thomas Wade, after having represented this country in China during nearly twenty years, with great distinction to himself and with marked advantage to the cause of international harmony, naturally raised feelings of anxiety as to who could worthily take his place, and carry on the policy of friendship which has, fortunately, endured between the two countries since the last war with China. The appointment of Sir Harry Parkes allays that anxiety, and removes the doubts as to whether the right policy would be conducted with that intimate knowledge of Chinese etiquette, and that unfailing tact and temper, which have characterised the diplomatic career of Sir Thomas Wade. The policy can be dissociated from the man; and it is impossible to say how far our satisfactory relations with the Celestials have been due to Sir Thomas Wade, rather than to the instructions issued by the Foreign Office. Certainly, on more than one occasion, nothing but Sir Thomas Wade's urbanity and timely firmness have availed a quarrel which, with less skilful treatment, would have resulted in war. The appointment of an inexperienced or self-confident man to this most difficult and exceptional post in our Diplomatic Service would, at such an important conjuncture as the present, have been nothing less than a national calamity, for it is impossible to say how important may be the issues involved in pursuing the best possible policy with regard to China during a foreign complication. Such apprehensions can, fortunately, now be banished, as in the hands of Sir Harry Parkes our diplomatic relations with the Chinese will be conducted with the same intimate knowledge of their language and etiquette as has been the case under Sir Thomas Wade. It seldom happens that a country is so fortunate as to procure, the consecutive services in the same post of two such highly-gifted and exceptionally experienced men as the Diplomats who had the conduct of our relations with the two great nations of the Far East for the better portion of the period since our entry into Peking in 1860. If we add to these names that of Sir Rutherford Alcock, whose wide experience of China and Japan has enabled him to give sound advice and prudent guidance to those at home, we have mentioned the persons to whom the satisfactory position of our affairs in China and Japan is mainly due. There is no way, of course, of estimating the subtle influence and the wide effect produced on the mind of the Chinese people by the splendid services and unusual self-sacrifice of General Gordon, although they must not be denied their place among the chief contributing circumstances to the existing harmony and good-will between England and China. The transfer of Sir Harry Parkes from Tokio to Peking has some special features of interest that do not belong to the usual changes in our Diplomatic Service. If we regard the matter from its highest point of view, it will be seen that Sir Harry Parkes' magnanimous forgetfulness of the past, and his admirable devotion to the call of duty, are singularly expressive of the incalculable improvement that has taken place in our relations with China; since he was made prisoner at Tung-chow. At that time China was in our eyes a barbarous country, with the most antiquated ideas, coupled with an exalted opinion of its own greatness. It was thought that its decrepit power would crumble away at the first contact with the vigorous systems of Europe, and that it would be no difficult task for us to oust the Tartar dynasty, and to place on the Dragon Throne some puppet Prince, with an English Resident as his principal Minister. These views have been modified, if not wholly changed. The natural strength and the reasonable policy of China are better known and fully appreciated. There is no desire in this country to injure Chinese interests, or to co-operate with our sympathy any project for disturbing them. We are ever anxious to deal gently with the pride and pretensions which the Celestial Ruler has inherited from his predecessors; and we cannot afford stronger proof of our desire to let bygones be bygones than we are; now doing by sending Sir Harry Parkes to represent the Sovereign of England in China under fairer auspices than ever attended the arrival at her capital of a foreign Mission on a footing of independence and of equal rights."

#### NEWS BY THE ENGLISH MAIL.

The P. and O. S. N. Co.'s steamer *Nefus*, Captain Reeves, with the English mails of the 18th ult., arrived in harbour yesterday afternoon. We take the subjoined telegrams from our Indian exchanges:-

LONDON, May 28th. The weather on the Derby Day was very fine, and the assemblage of spectators as large as ever. The field that started for the big race was the smallest since 1860, numbering 11 in all. After a pretty race, Sir Blaise, ridden by G. Wood, won cleverly by a neck from Highland Chieftain, with Galliard a fair third. Time 2.48. The other starters were Beau Brummel, Signorophone, Bonjour, Ladillas, The Prince, Lacocon, and Goldfield.

MAY 30th. Mr. Gladstone made a statement in the House of Commons, last night, concerning public business. He said that it was the intention of Government to abandon the London Municipal Government Bill, and to press forward with the Corrupt Practices, Tenants' Compensation, Bankruptcy, Criminal Code, Appeals and Patents Bills.

MAY 31st. It is positively stated that His Royal Highness the Duke of Connaught has been appointed to the command of the Merut Division, and that he leaves for India in August. No official confirmation, however, of this statement has been published.

JUNE 1st. The Under-Secretary of State for Foreign Affairs, replying to a question in the House of Commons, last night, said that it had been arranged to accredit special envoys in Mexico and London to negotiate a renewal of the diplomatic relations between the British and Mexican Government. Mr. Bass, member for Derby, has resigned his seat in Parliament.

The Under-Secretary of State for Foreign Affairs, replying to a question in the House of Commons last night, said that Major Baring will hold the same rank in Egypt as Sir Edward Malet, at a salary of four thousand pounds a year, with extra allowances.

Mr. J. C. MacCann, member for Wicklow, announced in the House of Commons, last night, that he had received a challenge from Mr. O'Kelly on account of a recent speech made by him. Mr. O'Kelly has been ordered to appear at the bar of the House to-day.

Obituary.—Major-General Burnaby.

JUNE 3rd. Thomas Caffrey, a Phoenix Park murderer, was hanged yesterday in Dublin. He confessed to being guilty of the crime for which he was condemned.

MADRAS, June 2nd. The P. & O. Agent at Madras has received the following telegram from the Company's superintendent at Bombay:—"Lombardy arrived here in collision *Huntingdon*. Seriously injured. Passengers all well. Cargo uninjured." The *Lombardy* was the steamer that conveyed the homeward mail of the 18th May from Bombay.

PARIS, June 3rd.

It is reported that the Malagasy Government have made overtures of peace to France. The latter will exact a war indemnity, besides the observance of the original conditions claimed by the French Government.

JUNE 4th. At a meeting of shareholders of the Suez Canal Company to-day, M. de Lesseps submitted his report, which states that the directors decided a year ago to construct a second Canal, and that negotiations are proceeding with the British Government with a view to securing the necessary land for that purpose. A favourable issue to the negotiations is expected.

LONDON, June 5th. The Under-Secretary for Foreign Affairs said that the sloops *Dragon* and *Dryad* had been instructed to protect the life and property of British subjects in Madagascar.

ST. PETERSBURG, June 5th. The *Journal de St. Petersbourg* publishes an article foreshadowing the granting of popular liberties to the country if the people will confide in the Czar.

CONSTANTINOPLE, June 5th. The Sultan has recalled the Porte's agent in Egypt, who will not be replaced.

The following items of general news are taken from the *London and China Express* of May 18th:-

It is probable that the Hon. F. R. Plunket will succeed Sir Harry Parkes, G.C.M.G., K.C.B., H.B.M.'s Minister at Tokio.

The June number of the *National Review* will contain a paper on "England and France in Indo-China," by Mr. A. R. Colquhoun, author of "Across Chrystie."

The *Thalia*, 8; steel corvette, Captain John W. Brackenbury, from Hongkong on the 11th ult., arrived at Aden on the 15th, and left on the 16th inst. for Suez.

H.E. Ito Hirobumi and his suite left Berlin to-day for Moscow, where H.E. will represent the Mikado of Japan at the approaching coronation of the Czar of Russia.

H.E. Mr. Hanabusa, the newly appointed Japanese Minister to Russia, had an audience of the Czar at Gatchina on the 16th inst., and presented his credentials.

The corvette *Encuentro*, Captain George Robinson, from the China Station, left Gibraltar on the 15th instant homeward bound, having been relieved by the *Sophia*.

We hear that the firm of Mr. B. Telge, at Shanghai, has secured the contract from the Viceroy of Nanking, Tao Tsung-tang, for two gunboats for H.E., and that the construction of these will be commenced immediately.

The Lisbon Government has received a copy of the protest made by the commander of the gunboat *Bengo* against the French occupation of Ponferrada, on the ground that Portugal claims ancient rights over the territory extending from Cape Lopes to Landana.

By the invitation of the Committee of the Religious Tract Society a public breakfast took place yesterday in connection with the foreign missionary work of the society. Mr. Hugh M. Matheson presided, and addresses were delivered by the Rev. J. Gilmour, from China and Mongolia, and the Rev. H. Taylor, of the China Inland Mission.

Mejors, Caird & Co., Greenwich, have signed a contract with the P. & O. Company to build two screw steamers of over 5000 tons burthen each. The Messrs. Caird have already on hand two steamers of the same tonnage for the P. & O. fleet, making altogether more than 20,000 tons of shipping entered in the firm's books for the company.

The death is announced of Assistant Paymaster John Joseph Hill, on the Retired List of the Royal Navy. He was a son of the late Rev. James Hill, D.D., of Greenwich, and brother of Mr. Hill, the Admiralty, entered the navy in 1863, and was with the late Sir Henry Kitchener in *Cheop*, on the China station, when that vessel broke down. Continued ill-health led to his retirement from the Active List in 1873.

Commander William Alison Dyke Acland, R.N., who succeeds Commander Watson in command of the *Azores*, a sloop, on the Australian station, is the eldest son of Dr. H. W. Dyke Acland, D.C.L., and grandson of Sir Thomas Dyke Acland, the tenth baronet. After a long service in the Mediterranean, he was appointed in 1860, and shipman of the Ocean. Captain

Chinnies, proceeded with her to China, and was promoted in her to sub-lieutenant in 1867.

Advice from Steffin report that H.E. Li Fong Poa entertained a select and distinguished company on the occasion of the trial trip of the *Ting Yuen*, ironclad corvette, built for the Chinese Government by the Vulcan Shipbuilding Company. A sumptuous repast was served on board to the guests of the Chinese Minister, among whom was the British Consul-General in Berlin, Herr Von Bleichroder. The *Ting Yuen* will shortly proceed to China; the sooner, perhaps, that a French fleet threatens to make its appearance in Chinese waters.

The German Navy has very nearly sustained a loss similar to that of the *Grosser Kurfürst* five years ago. The ironclad squadron was lying at anchor off Jadebusen, when the *Kaiser* snapped her main anchor chain, and was carried by the tide against the *Kronprinz*. Both ironclads met sideways, but the violence of the collision was enough to smash the boats and damage the rigging. All hands were called up to close the watertight compartments, and steam had to be raised to separate the vessels.

An interesting experiment has been tried by the management of the Savoy Theatre for the amusement of the Prince of Wales and other guests of Sir Arthur Sullivan. A special wire having been laid on to Sir A. Sullivan's private residence Queen's-mansions, the principal songs and choruses of *Iolanthe* were sung upon the stage by Miss Barnett, Mr. Rutland Barrington, Mr. Temple, and other members of the Savoy Company, the sounds being transmitted by telephone. The whole of the music was heard with remarkable distinctness.

The death is announced of Captain John Liebenrood, R.N., aged 70. The deceased officer was the elder son of Admiral John Hyatt Hancock, C.B., and assumed the name of Liebenrood by Royal sign manual in 1861. He entered the Navy in 1857, and served in the *Dread* during the Chinese War, 1840-41; was favourably mentioned in despatches for the capture of a Chinese battery and the destruction of war junks at Macao; he was present also at the capture of the *Bogue* forts, and subsequent operations in advance upon Canton, for which the China medal was awarded.

The latest advices from Madagascar are dated April 20th, at which time the British warship *Dryad* was still at Tamatave, watching events, it being then expected that the French Fleet would shortly arrive with an ultimatum, which would certainly be rejected. War preparations had been made on the most extensive scale, and were even greater in the interior, than on the coast. The majority of the Sakalavas had joined with the Hovas in defence of the independence of the island. The reception of the Malagasy envoys in England had produced a very good effect.

The Treaty of Commerce between Germany and Italy was signed on the 1st inst. It guarantees equal privileges with German subjects to Italians in Germany, and vice versa, and is altogether very advantageous to both countries. The Treaty with Mexico has been sanctioned by Parliament, and will probably be of great benefit to German trade in Mexico. The hope for the conclusion of a new Treaty between Germany and Spain have utterly disappeared; the reason for which seems to be the policy of the Spanish Government, especially the Minister of Finance. The Prussian Diet has been adjourned till the 25th inst.

The report drawn up by M. Blanescu, in behalf of the committee on the Tong King credit, states that European nations are by no means hostile to the projects of France in the extreme East, as their ships and produce will be admitted into Cochinchina and Tong King on the same footing as those of France, and they therefore have no interest in thwarting the action of the French Government. The report adds: "If some anxious persons in England look upon our conduct with suspicion, the extreme East speaks of our expeditious and judicious policy. The French have always been averse to any alliance with the British, and have never been able to form any with the Chinese."

In the French Senate yesterday the Tong King Bill was brought up, declared urgent, and referred to the Bureau. The French transports *Annamite* and *Mytha* have embarked 10,000 soldiers in addition to a large quantity of camp material for the expedition, and 450 tons of provisions for the supply of the vessels on the China Station. The *Blonden*, which is to sail on the 20th inst., will also take out a strong force of Marines. The *Annamite* and *Mytha* will each take 1,500 troops. A torpedo launch will be taken out by the *Mytha*. The artillery and infantry under orders for Tong King, and concentrated at Toulon, will not embark until the Bill voted by the Chamber has passed the Senate. Instructions have been sent to Admiral Meyer to place all the sailors and marines that he can spare.

The indictment in the case of the Christian girl alleged to have been murdered by Jews in Austria has been published. It states that the girl was seen in the Synagogue with some Jewish butchers by the son of the sexton, aged fourteen. When he went to lock up the building as usual he found the door shut. He says that he looked through the keyhole, and saw the girl undressed, and held by two Jews. A butcher then cut her throat, and caught the blood in an earthen pot. His mother told him not to say what he had seen. Six weeks later the body, dressed in the girl's clothes, was found in the Theiss, but could not be identified by the mother and friends. Two ruffians declare that they received it from the Jews, and dressed it in some clothes sent them through a Jewish woman. They say they received 100 florins from another ruffian for the job, and that he was paid 500 florins for under-taking to throw the body into the river, and to keep silence. Such is the story told by the indictment.

The *Dragon* and *Dryad* will each take 1,500 troops. A torpedo launch will be taken out by the *Mytha*. The artillery and infantry under orders for Tong King, and concentrated at Toulon, will not embark until the Bill voted by the Chamber has passed the Senate. Instructions have been sent to Admiral Meyer to place all the sailors and marines that he can spare.

The accounts for the year ended 31st March, 1883, have not yet been fully made up, but the Day Books for the last six months of that year show Net Sales of \$178,137.97, against \$166,277.64 for the corresponding period of the previous year, being an increase of \$11,860.33.

The net profits of the business will be applied in the first place to paying interest to the Shareholders upon their Capital at the rate of 10 per cent per annum, and of whatever surplus may remain one-third will be applied in such way as the Shareholders shall from time to time determine, and the remaining two-thirds will be divided among those Shareholders who are contributors of business, *pro rata*, according to the amount of business contributed by each during the year in respect of which the distribution is made.

The purchase price to be paid for the land, buildings, plant, steam and other machinery, fixtures, and goodwill appertaining to Messrs. HALL & HOLTZ's business has been fixed at the sum of \$15,000, in part payment of which sum the vendors are prepared to accept \$15,000, in full paid up shares in the Company and two-thirds of the balance by equal instalments, 12 and 18 months respectively from the formation of the Company, thus leaving only \$13,334 to be paid down. The unpaid purchase money will bear interest at the rate of five per cent only, and the Directors will have the option of anticipating any payment of principal should they think fit to do so. The Vendors are prepared to dispose of their stock, all of which has been expressly imported for the business, and is in good condition, at its cost, as laid down in Shanghai. Its estimated value is about \$11,860.33.

The net profits of the business of the Company will be applied in the first place to paying interest to the Shareholders upon their Capital at the rate of 10 per cent per annum, and of whatever surplus may remain one-third will be applied in such way as the Shareholders shall from time to time determine, and the remaining two-thirds will be divided among those Shareholders who are contributors of business, *pro rata*, according to the amount of business contributed by each during the year in respect of which the distribution is made.

The purchase price to be paid for the land, buildings, plant, steam and other machinery, fixtures, and goodwill appertaining to Messrs. HALL & HOLTZ's business has been fixed at the sum of \$15,000, in part payment of which sum the vendors are prepared to accept \$15,000, in full paid up shares in the Company and two-thirds of the balance by equal instalments, 12 and 18 months respectively from the formation of the Company, thus leaving only \$13,334 to be paid down. The unpaid purchase money will bear interest at the rate of five per cent only, and the Directors will have the option of anticipating any payment of principal should they think fit to do so. The Vendors are prepared to dispose of their stock, all of which has been expressly imported for the business, and is in good condition, at its cost, as laid down in Shanghai. Its estimated value is about \$11,860.33.

The present members of the Firm of HALL & HOLTZ have agreed to remain in the Company's service for at least three years, and to do their utmost to further its interests.

The Agreement of sale and the draft Deed of Settlement are open for inspection at the Office of the Company's Legal Advisor.

Prospectuses and Forms of Application for Shares can be obtained from Messrs. HALL & HOLTZ, or from the Company's Bankers.

Application for Shares, at Hongkong or Foochow, can be made to

Messrs. GILMAN & Co., Agents of the Agric. Bank, Hongkong, 10th June, 1883.

1495

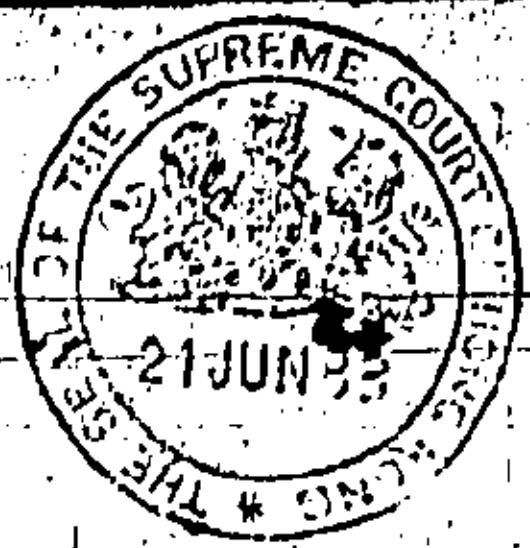
CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS, CHARTS AND BOOKS, NAUTICAL INSTRUMENTS, SOLE AGENTS FOR Louis Audemars' Watches, awarded the highest Prize at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPECIALLY GLASSES, QUEEN'S ROAD CENTRAL, 1475.

1496

1497

149





# The Hongkong Telegraph.

No. 435.

THURSDAY, JUNE 21, 1883.

SIX DOLLARS PER QUARTER.

## For Sale.

## ECONOMY IN GAS.

SUGG'S FLAT FLAME BURNERS  
GIVE A  
SILENT WHITE FLAME  
AND EFFECT AN ECONOMY IN GAS OF  
30 per cent.  
they can be readily attached to ordinary  
Gasoliers and Brackets.

SUGG'S NEWEST BURNERS with Artistic  
stands for DRAWING ROOM and DINING  
ROOM.  
LANE, CRAWFORD & Co.,  
Agents for Hongkong.

ARTISTIC PORCELAIN MENU  
STANDS.  
HAND-ETCHED MENU AND NAME  
CARDS.

LANE, CRAWFORD & Co.  
DEVOE'S NONPAREIL KEROSENE, 15c  
Degrees fire test, a perfectly safe Oil.  
LANE, CRAWFORD & Co.  
Hongkong, 19th May, 1883. [436]

## Insurances.

## GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED).

CAPITAL TAELS 600,000, EQUAL \$833,333.33-  
RESERVE FUND ..... \$70,858.27.

BOARD OF DIRECTORS,  
LEE SING, Esq. .... LEE YAT LAU, Esq.  
LO YEOOK MOON, Esq. | CHU CHIK NUNG, Esq.

MANAGER—HO AMEI.  
MARINE RISKS on GOODS, &c., taken at  
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 1st September, 1883. [601]

NATIONAL MARINE INSURANCE  
ASSOCIATION, LIMITED.

THE Undersigned as AGENTS for the above  
are prepared to accept RISKS on MER-  
CHANDISE by STEAMERS and SAILING VESSELS  
from Hongkong, China, and Japan to all parts of  
the world.

For further information apply to  
ADAMSON, BELL & Co.,  
Agents.

Hongkong, 18th May, 1883. [393]

YANG TSZE INSURANCE  
ASSOCIATION.

CAPITAL (Fully Paid-up) ..... Ta. 420,000.00  
PERMANENT RESERVE ..... Ta. 220,000.00  
SPECIAL RESERVE FUND ..... Ta. 318,235.56

TOTAL CAPITAL and  
ACCUMULATIONS, 31st ..... Ta. 968,235.56  
March, 1883. [456]

DIRECTORS.  
F. D. HITCH, Esq., Chairman.  
C. LUCAS, Esq. | W. MEYERINX, Esq.  
A. J. M. INVERARITY, Esq. | G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.  
MESSRS. RUSSELL & Co., Secretaries.  
LONDON BRANCH.  
MESSRS. BARING BROTHERS & Co.,  
Bankers.

RICHARD BLACKWELL, Esq., Agent,  
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all  
parts of the World.  
Subject to a charge of 12 per cent. for Interest  
on Shareholders' Capital, all the Profits of the  
UNDERWRITING BUSINESS are annually dis-  
tributed among all Contributors of Business (whether  
Shareholders or not), in proportion to the  
premium paid by them.

RUSSELL & Co.,  
Agents.  
Hongkong, 19th May, 1883. [393]

NOTICE.

THE MAN ON INSURANCE COMPANY,  
LIMITED.

(CAPITAL SUBSCRIBED ..... \$1,000,000.)

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on Goods,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.  
Hongkong, 1st February, 1883. [100]

THE Undersigned have been appointed  
AGENTS to the NEW YORK BOARD  
of UNDERWRITERS.

ARNHOLD, KARBERG & CO.  
Hongkong, 15th June, 1883. [470]

Intimations.

THE CHINESE INSURANCE COMPANY,  
LIMITED.

NOTICE.

THE TRANSFER BOOKS of this Com-

pany will be CLOSED from the 25th to

the 30th instant, both days inclusive.

By Order of the Board of Directors.

J. BRADLEY SMITH,  
Secretary.

Hongkong, 18th June, 1883. [481]

HONGKONG AND CHINA GAS COMPANY,  
LIMITED.

NOTICE.

I HAVE this day established myself as  
MERCHANT & COMMISSION AGENT  
at this Port under the name of PO SHUN

YANG HONG TEE HWA  
CROON YUNG STREET.

Canton, 1st June, 1883. [477]

## Auctions.

PUBLIC AUCTION  
OF  
VALUABLE LEASEHOLD PROPERTY  
IN  
JEROV'S STREET.

To be Sold Pursuant to a Decree of the  
Supreme Court of Hongkong Original  
Jurisdiction in a Suit FUNG KUNG PO v.  
WONG HING PO and KWOK IN KAI, No.  
135 of 1882, by Mr. J. M. GUEDES on the  
Premises.

## TO-MORROW.

the 22nd day of June, 1883, at 3 P.M.—  
ALL that PIECE or PARCEL of GROUND  
Registered in the Land Offices as Sub-section  
No. 1 of Section A of MARINE LOT No. 19,  
measuring on the North 12 feet 9 inches on  
the South 14 feet and 5 inches on the East  
side 61 feet and 3 inches and on the West  
side 61 feet and 3 inches. Held for 999  
years from the 10th day of September, 1855.  
Apportioned Crown Rent \$11.32.

Particulars and Conditions of Sale may be  
had gratis from

Messrs. SHARP, TOLLER, & JOHNSON,  
Supreme Court House, Hongkong,  
Solicitors,

or  
from J. M. GUEDES,  
Auctioneer,  
(Signed) E. J. ACKROYD,  
Registrar.

Dated this 14th day of June, 1883. [474]

## PUBLIC AUCTION

OF  
ENGLISH AND CANTON-MADE  
HOUSEHOLD FURNITURE.

LANE, CRAWFORD & Co. have received  
Instructions from R. COOKE, Esq., to Sell  
by Public Auction, at his Residence, No. 1,  
Westbourne Villas, Bonham Road, on

TUESDAY,  
the 26th instant, at TWO O'CLOCK P.M.—  
THE WHOLE OF HIS  
HOUSEHOLD FURNITURE

Comprising—  
ENGLISH-MADE WALNUT DRAWING-  
ROOM SUITE, WHATNOT, MARBLE-TOP  
TABLES, MIRRORS, LACE CURTAINS,  
CARPET.

DINING TABLE, MAHOGANY SIDE-  
BOARD, GLASS, CROCKERY and PLATED  
WARE—BOOK CASES, FENDERS and  
FIRE IRONS, PICTURES.

BEDSTEADS with SPRUNG MAT-  
TRESSES, LADY'S WARDROBE, CHEVAL  
GLASS MARBLE-TOP WASHSTAND and  
DRESSING TABLE, INLAID TABLE and  
CHAIRS.

Also,  
A COTTAGE PIANO, by COLLARD and  
COLLARD.

A Collection of Choice FERNS and FLOWER  
POTS.

TERMS—Cash.

Catalogues will be issued, and the Furniture  
on view the day previous to the Sale.

LANE, CRAWFORD & Co.,  
Auctioneers,  
Hongkong, 19th June, 1883. [485]

## To be Let.

A GROUND FLOOR  
AT NO. 8, OLD BAILEY STREET.  
Apply on

THE PREMISES.

Hongkong, 8th June, 1883. [447]

TO BE LET,  
(WITH POSSESSION FROM THE 1ST JULY NEXT.)

FIVE COMMODIOUS and well VENTI-  
LATED ROOMS suitable for OFFICES  
or a FAMILY DWELLING HOUSE at No. 24,  
Praya Central, corner of Pottinger Street.

Apply to

E. VINCENOT,  
8, Peel Street.

Hongkong, 8th June, 1883. [450]

## TO LET.

FOR ONE YEAR from June next, the New  
BUNGALOW at the PEAK on R. B. Lot  
no. now roofed in and nearly completed, the  
property of Mr. J. ENSTON SQUIER.

For all information, apply to

BIRD & PALMER,  
Queen's Road,  
Hongkong, 19th April, 1883. [307]

## TO LET.

N° 4, OLD BAILEY STREET.  
No. 6, QUEEN'S ROAD CENTRAL,  
lately occupied by PACIFIC MAIL STEAMSHIP  
COMPANY.

Apply to

DAVID SASSOON, SONS & Co.,  
Hongkong, 10th April, 1883. [7]

## TO LET.

A TWO STOREY HOUSE (6 ROOMS)  
with GARDEN, in Moque Junction. The  
above has Gas and Water laid on; and im-  
mediate possession can be had.

For Particulars apply to

D. NOWROJEE,  
Hongkong Hotel.

Hongkong, 6th April, 1883. [188]

## Intimations.

THE CHINESE INSURANCE COMPANY,  
LIMITED.

## NOTICE.

THE TRANSFER BOOKS of this Com-

pany will be CLOSED from the 25th to

the 30th instant, both days inclusive.

By Order of the Board.

J. BRADLEY SMITH,  
Secretary.

Hongkong, 18th June, 1883. [481]

HONGKONG AND CHINA GAS COMPANY,  
LIMITED.

NOTICE.

THE TRANSFER BOOK of this Company

will be CLOSED from the 18th instant

until the 2nd preceding, both days included.

By Order of the Board.

HENRY K. H. MARTIN,  
Manager.

Hongkong, 14th June, 1883. [468]

## Notices of Firms.

NOTICE.

I HAVE this day established myself as

MERCHANT & COMMISSION AGENT  
at this Port under the name of PO SHUN

YANG HONG TEE HWA  
CROON YUNG STREET.

Canton, 1st June, 1883. [477]

"NOVELTY STORE,"  
MARINE HOUSE, QUEEN'S ROAD.

## JUST RECEIVED.

A SMALL CONSIGNMENT OF MALTESE LACE AND SILVER FILIGREE WORK,  
COMPRISING:

White and Black Silk Trimming Lace.  
Cotton Trimming Lace.  
Silk Handkerchief Border.  
Silk Circular and Square D'Oyleys.  
Silk Parasol Cover.  
Cotton Parasol Cover.  
Silk Veil and Scarf.  
Silk Collar and Cuffs.  
Silk Collar Breast Pointed.  
Silk Collar Breast Pointed.  
Black and Coloured SILK MITTS.  
CHEAP VALENCIENNES LACES.  
An entirely new Stock of Ladies' UMBRELLAS.  
VICTORIA MUSIC BOOKS.  
EAU DE COLOGNE.

EARRINGS to match the above.

AN INSPECTION IS RESPECTFULLY SOLICITED.

ANY OF THE ABOVE ORDERED THROUGH THIS STORE WILL BE

CHARGED FOR AT COST PRICE.

S. MEYERS  
MANAGER.

Hongkong, 11th June, 1883. [28]

SAYLE & CO.'S SHOWROOMS.

## SAYLE &amp; CO.

WE ARE NOW SHOWING EX "GLENFALLOCH."

Ladies' FANCY POMPADOUR COSTUMES.

NEEDLEWORKS and INSERTION to Match  
all Widths.

BLACK and Coloured SILK MITTS.

CHEAP VALENCIENNES LACES.

An entirely new Stock of Ladies' UMBRELLAS.

VICTORIA MUSIC BOOKS.

EAU DE COLOGNE.

PEARL SOAP.

&c., &c., &c., &c.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO.

VICTORIA EXCHANGE, HONGK

# THE HONGKONG TELEGRAPH, THURSDAY, JUNE 21, 1883.

## LOCAL AND GENERAL.

H.I.G.M.'s corvette *Lafcadio* arrived at Kobe from Yokohama, on the 8th inst.

We understand that the general management of the Lazon Sugar Refinery in Manila has been handed over to Messrs. Smith, Bell & Co., of that port.

We are very glad to learn that sufficient support has been insured to make the "Sky" Race Meeting in October next a very popular affair and a great success. As nothing in the shape of preliminaries can be satisfactorily arranged at present, it has been wisely resolved to allow the affair to lie over until August, when a public meeting will be convened and the necessary arrangements completed.

Mr. H. J. H. Tripp, the Agent of the Mitsu Ijishi Mail Co. at this port, received a telegram from Kōbe this forenoon, the 18th inst., containing some further particulars concerning the steamer *Sunmida Maru*, whose loss was reported on Saturday. The steamer, it seems, is ashore at the Black Rock, Shimonoseki Straits, and it is feared that she will become a total loss. All lives, the mails, and also the treasure on board have "fortunately been saved." Every possible effort is still being made to save the ship and cargo.

We learn from our Foochow correspondent that the tea market at that port was opened on the 11th inst. The *Glencairn* was fully engaged at 14.45 to when our report left, and was expected to leave yesterday, the 11th inst. The "Glen" people must have worked the arduous steamer to secure such a handsome freight, as there are no fewer than ten more steamers on the berth, which will probably have to accept £5 or even less, through rates from Foochow to London by the P. & O. S. N. Co.'s steamer *Kohella*, having been circulated on the 13th at £3.10 per ton.

SAYS THE SHANGHAI COURIER OF THE 11TH INST.—The *Triumph* is still badly ashore near the Action Buoy, below the Langshan Crossing. Captain Popp was pilot, and we hear the accident happened through something going wrong with her steering gear. The steamer *Kungwo* left Shanghai on Saturday night to lighten the *Triumph*, the Ruket, steam-tug, having returned that day. The *Fatchoy*, steam lighter, and two lorches have also gone to the stranded steamer. When the *Shanghai* passed down this morning the *Triumph* was still on shore, with the *Kungwo* along side of her.

OPERATIONS ON THE WRECK OF THE U.S.S. *Ashuelot* have been commenced, but up to the present time little progress has been made. The weather has been most unfavorable and the junks used were not of sufficient size to carry on the work successfully. Mr. Robinson, the well known diver who is engaged on the work, has been down here for some days past and leaves on the 13th instant for the wreck, having arranged with a Canton firm to send up a junk of some 16,000 piculs which he thinks will suit admirably. It is anticipated that the guns of the sunken vessel and other valuable property will eventually be recovered.

AMONG THE VARIOUS DEVICES FOR "RAISING THE WIND" suggested from time to time by patriotic journalists and amateur financiers, perhaps the most ingenious is, says the Japan *Mail*, that of sending Colonel Murata to England to shoot for a prize of \$100,000, which, says rumour, is to be competed for at Wimbleton by riflemen of all nations. Colonel Murata is a wonderful marksman, no doubt. He can hit the *Tianjin* tell us, even copper coins thrown into the air, and that is more than the great Leather-stocking himself attempted. Accordingly, it is under serious discussion to pay his passage-money out of the public funds, and despatch him to win *kudos* and dollars together.

A SHORT TIME AGO WE STATED ON THE AUTHORITY OF A SHANGHAI CORRESPONDENT THAT IT HAD BEEN DECIDED TO FORM THE OLD ESTABLISHED AND WELL KNOWN SHANGHAI FIRM OF HALL AND HOLTZ INTO A CO-OPERATIVE COMPANY, AND WE NOW BEGIN TO DIRECT ATTENTION TO THE ABDRIDGED PROSPECTUS OF THE NEW CONCERN, PUBLISHED IN OUR ADVERTISING COLUMNS. THE CAPITAL OF THE COMPANY HAS BEEN FIXED AT Tls. 300,000, IN SIX THOUSAND SHARES OF Tls. 50 EACH, FIVE THOUSAND SHARES BEING OFFERED TO THE PUBLIC FOR SUBSCRIPTION. AFTER A CAREFUL PERUSAL OF THE PROSPECTUS, IT WOULD APPEAR TO US, TAKING THE FIGURES SET DOWN AS THE RESULT OF MESSRS. HALL AND HOLTZ'S BUSINESS DURING THE PAST FOUR YEARS AS A BASIS, THAT AN ENTERPRISE OF THIS KIND, ECONOMICALLY MANAGED AND AN THE CO-OPERATIVE PRINCIPLE PROPOSED, COULD NOT FAIL TO ACHIEVE THE REMARKABLE SUCCESS WHICH HAS ATTENDED SIMILAR UNDERTAKINGS AT HOME. IT WILL BE NOTED THAT APPLICATIONS FOR SHARES IN HONGKONG MUST BE MADE TO MESSRS. GILMAN & CO.

IT WAS RUMOURED IN SHANGHAI A FEW DAYS AGO THAT ONE OF THE CHINESE WAR VESSELS OF THE PEI YANG SQUADRON, UNDER THE COMMAND OF GENERAL TING JU-CHANG, OF GREAT CELEBRITY, HAD BEEN ORDERED TO PROCEED TO CANTON EN ROUTE FOR ANHUA. THAT THERE WAS SOME TRUTH IN THIS RUMOUR WAS PROVED YESTERDAY, THE 15TH INSTANT, BY THE ARRIVAL IN HONGKONG HARBOUR OF THE CHINESE CORVETTE *Wei Yuen*, DIRECT FROM WEI-HAI-WEI AND SHANGHAI, WITH THE REPUTABLE TING ON BOARD. AFTER THE *Wei Yuen* HAD SALUTED THE PORT GENERAL TING IMMEDIATELY WENT ON BOARD THE CHINESE GUNBOAT *Sei Yuen*, WHICH HAD PREVIOUSLY ARRIVED, FOR THE PURPOSE OF PAYING HIS RESPECTS TO GENERAL WOO, COMMANDER-IN-CHIEF OF THE CHINESE FORCES IN THE SOUTH. WE UNDERSTAND THAT TING WILL ASSUME THE COMMAND OF THE CANTON SQUADRON, WHICH IS EXPECTED TO BE STRONGLY REINFORCED FROM THE NORTH, WHILE WOO PROCEEDS TO ACTIVE SERVICE ELSEWHERE. THE *Wei Yuen* AND *Wei Yuen* ARE UNDER ORDERS TO PROCEED TO A PLACE CALLED TAI PING NEAR TIGER ISLAND, AND WILL LEAVE AT DAYLIGHT TOMORROW.

WE ARE VERY GLAD TO BE ABLE TO ANNOUNCE THAT THE PRINCE OF SHOWMEN, OUR WORTHY FRIEND SIGNOR GIUSEPPE CHIARINI, HAS DECIDED TO PAY HONGKONG ANOTHER VISIT. SIGNOR G.—AGATA, THE INDEFATIGABLE GENERAL AGENT, HAS BEEN IN THE COLONY FOR SOME TIME PAST, MAKING THE PRELIMINARY ARRANGEMENTS, AND, Owing TO THE REFUSAL OF THE GOVERNMENT TO GRANT THE USE OF THE CRICKET GROUND, IT HAS AT LENGTH BEEN DECIDED TO AGAIN PITCH THE MAMMOTH PAVILION IN THE OLD PLACE AT BOWLING, EAST POINT. A NUMBER OF WORKMEN HAVE BEEN ENGAGED FOR SEVERAL DAYS PAST IN ERECTING A RING AND MAKING OTHER PREPARATIONS SO THAT EVERYTHING MAY BE READY FOR THE RECEPTION OF SIGNOR CHIARINI AND HIS COLOSSAL ESTABLISHMENT, EXPECTED FROM MANILA ABOUT THE 20TH INST. FULL PARTICULARS OF THE MANY ATTRACTIONS OF CHIARINI'S CIRCUS WILL SHORTLY BE ANNOUNCED, SO IT IS HARDLY REQUISITE FOR US TO GO INTO DETAILS HERE; HOWEVER, WE MAY STATE THAT THE SHOW HAS BEEN ENTIRELY RE-ORGANISED SINCE LAST YEAR, AND NOW EMBRACES EVERYTHING FROM STANDING NOVELLES NEVER BEFORE SEEN IN HONGKONG. THE MENAGERIE HAS BEEN GREATLY IMPROVED, AND ALTHOUGH IT WAS HARD LUCK FOR THE SIGNOR TO LOSE THE SPLENDID CAGE OF AFRICAN LIONS WHICH HE SPECIALLY BROUGHT OUT AT GREAT EXPENSE FROM EUROPE, IT WILL BE FOUND THAT THIS PARTICULAR PARTITION OF THE ENTERTAINMENT (WITH THE MAGNIFICENT CAGE OF BENGAL TIGERS) AND THE INTRIPID JOHNSON STILL STANDS UNRIVALLED. SIGNOR CHIARINI HAS EVERY PROSPECT OF A MOST SUCCESSFUL SEASON IN HONGKONG, WHERE HIS ENERGY AND ENTERPRISE HAVE ALWAYS BEEN THOROUGHLY APPRECIATED BY ALL.

H.M.S. *Daring*, Commander F. J. Elliott, arrived at Shanghai from Kobe on the 5th instant.

The "white elephant" at Causeway Bay promises to prove an expensive as well as useless eye-sore to the colony, \$16,115.60 represents a tidy sum for repairs to this wonderfully named Typhoon Refuge.

ACCORDING TO THE COURIER OF THE 6TH INSTANT, H.I.G.M.'S FLAGSHIP *Audacious*, WITH ADMIRAL WILLES ON BOARD, GOES DIRECT FROM CHINKiang TO CHEFOO, THE DESPATCH-VESSEL *Vigilant* WILL COME TO SHANGHAI FOR DESPATCHES, AND THEN GO TO CHEFOO.

THE SHANGHAI *MERCURY* HAS INVENTED A NEW NAME FOR HERR VON TRONTEPIEBLWER, THE ONLY LIVING TRAGEDIAN. IN A NOTICE OF THE FIRST PERFORMANCE OF THE MASTODON MINSTRELS IN SHANGHAI, DANIEL EDWARD IS ALLEGED TO AS THE "CLASSIC BANDMANN." *Sydney Bulletin* PLEASE NOTE.

### SHANGHAI:

II. E. Pan Tsui-yin, Vice-Chancellor to the Board of War, with his family, arrived here yesterday, June 3rd, in the steamer *Jingfushen* on business with Li Hung-chang.

THE OCEAN S. S. CO.'S STEAMER *Stentor* WENT INTO THE OLD DOCK TO-DAY TO ASCERTAIN THE EXTENT OF DAMAGE SHE RECEIVED THROUGH STRIKING A ROCK NEAR HONGKONG. SHE WAS CHECKED INTO DOCK WITH A WIRE ROPE, THIS BEING THE FIRST TIME SUCH AN APPLIANCE HAS BEEN USED. THE EXPERIMENT WAS CONSIDERED HIGHLY SATISFACTORY.

THE STEAMER *Astoria*, WHICH WE ANNOUNCED AS BEING ASHORE A FEW MILES BELOW HANKOW TO SECURE SUCH A HANDSOME FREIGHT, AS THERE ARE NO FEWER THAN TEN MORE STEAMERS ON THE BERTH, WHICH WILL PROBABLY HAVE TO ACCEPT £5 OR EVEN LESS, THROUGH RATES FROM FOOCHOW TO LONDON BY THE P. & O. S. N. CO.'S STEAMER *Kohella*, HAVING BEEN CIRCULATED ON THE 13TH AT £3.10 PER TON.

SAYS THE SHANGHAI COURIER OF THE 11TH INST.—THE *Triumph* IS STILL BADLY ASHORE NEAR THE ACTION BUOY, BELOW THE LANGSHAN CROSSING. CAPTAIN POPP WAS PILOT, AND WE HEAR THE ACCIDENT HAPPENED THROUGH SOMETHING GOING WRONG WITH HER STEERING GEAR. THE STEAMER *Kungwo* LEFT SHANGHAI ON SATURDAY NIGHT TO LIGHTEN THE *Triumph*, THE RUKET, STEAM-TUG, HAVING RETURNED THAT DAY. THE *Fatchoy*, STEAM LIGHTER, AND TWO LOCHES HAVE ALSO GONE TO THE STRANDED STEAMER. WHEN THE *Shanghai* PASSED DOWN THIS MORNING THE *Triumph* WAS STILL ON SHORE, WITH THE *Kungwo* ALONG SIDE OF HER.

WE LEARN FROM OUR FOOCHOW CORRESPONDENT THAT THE TEA MARKET AT THAT PORT WAS OPENED ON THE 11TH INST. THE *Glencairn* WAS FULLY ENGAGED AT 14.45 TO WHEN OUR REPORT LEFT, AND WAS EXPECTED TO LEAVE YESTERDAY, THE 11TH INST. THE "GLEN" PEOPLE MUST HAVE WORKED THE ARDUOUS STEAMER TO SECURE SUCH A HANDSOME FREIGHT, AS THERE ARE NO FEWER THAN TEN MORE STEAMERS ON THE BERTH, WHICH WILL PROBABLY HAVE TO ACCEPT £5 OR EVEN LESS, THROUGH RATES FROM FOOCHOW TO LONDON BY THE P. & O. S. N. CO.'S STEAMER *Kohella*, HAVING BEEN CIRCULATED ON THE 13TH AT £3.10 PER TON.

THE SHANGHAI COURIER OF THE 11TH INST.—THE *Triumph* IS STILL BADLY ASHORE NEAR THE ACTION BUOY, BELOW THE LANGSHAN CROSSING. CAPTAIN POPP WAS PILOT, AND WE HEAR THE ACCIDENT HAPPENED THROUGH SOMETHING GOING WRONG WITH HER STEERING GEAR. THE STEAMER *Kungwo* LEFT SHANGHAI ON SATURDAY NIGHT TO LIGHTEN THE *Triumph*, THE RUKET, STEAM-TUG, HAVING RETURNED THAT DAY. THE *Fatchoy*, STEAM LIGHTER, AND TWO LOCHES HAVE ALSO GONE TO THE STRANDED STEAMER. WHEN THE *Shanghai* PASSED DOWN THIS MORNING THE *Triumph* WAS STILL ON SHORE, WITH THE *Kungwo* ALONG SIDE OF HER.

WE LEARN FROM OUR FOOCHOW CORRESPONDENT THAT THE TEA MARKET AT THAT PORT WAS OPENED ON THE 11TH INST. THE *Glencairn* WAS FULLY ENGAGED AT 14.45 TO WHEN OUR REPORT LEFT, AND WAS EXPECTED TO LEAVE YESTERDAY, THE 11TH INST. THE "GLEN" PEOPLE MUST HAVE WORKED THE ARDUOUS STEAMER TO SECURE SUCH A HANDSOME FREIGHT, AS THERE ARE NO FEWER THAN TEN MORE STEAMERS ON THE BERTH, WHICH WILL PROBABLY HAVE TO ACCEPT £5 OR EVEN LESS, THROUGH RATES FROM FOOCHOW TO LONDON BY THE P. & O. S. N. CO.'S STEAMER *Kohella*, HAVING BEEN CIRCULATED ON THE 13TH AT £3.10 PER TON.

THE SHANGHAI COURIER OF THE 11TH INST.—THE *Triumph* IS STILL BADLY ASHORE NEAR THE ACTION BUOY, BELOW THE LANGSHAN CROSSING. CAPTAIN POPP WAS PILOT, AND WE HEAR THE ACCIDENT HAPPENED THROUGH SOMETHING GOING WRONG WITH HER STEERING GEAR. THE STEAMER *Kungwo* LEFT SHANGHAI ON SATURDAY NIGHT TO LIGHTEN THE *Triumph*, THE RUKET, STEAM-TUG, HAVING RETURNED THAT DAY. THE *Fatchoy*, STEAM LIGHTER, AND TWO LOCHES HAVE ALSO GONE TO THE STRANDED STEAMER. WHEN THE *Shanghai* PASSED DOWN THIS MORNING THE *Triumph* WAS STILL ON SHORE, WITH THE *Kungwo* ALONG SIDE OF HER.

WE LEARN FROM OUR FOOCHOW CORRESPONDENT THAT THE TEA MARKET AT THAT PORT WAS OPENED ON THE 11TH INST. THE *Glencairn* WAS FULLY ENGAGED AT 14.45 TO WHEN OUR REPORT LEFT, AND WAS EXPECTED TO LEAVE YESTERDAY, THE 11TH INST. THE "GLEN" PEOPLE MUST HAVE WORKED THE ARDUOUS STEAMER TO SECURE SUCH A HANDSOME FREIGHT, AS THERE ARE NO FEWER THAN TEN MORE STEAMERS ON THE BERTH, WHICH WILL PROBABLY HAVE TO ACCEPT £5 OR EVEN LESS, THROUGH RATES FROM FOOCHOW TO LONDON BY THE P. & O. S. N. CO.'S STEAMER *Kohella*, HAVING BEEN CIRCULATED ON THE 13TH AT £3.10 PER TON.

THE SHANGHAI COURIER OF THE 11TH INST.—THE *Triumph* IS STILL BADLY ASHORE NEAR THE ACTION BUOY, BELOW THE LANGSHAN CROSSING. CAPTAIN POPP WAS PILOT, AND WE HEAR THE ACCIDENT HAPPENED THROUGH SOMETHING GOING WRONG WITH HER STEERING GEAR. THE STEAMER *Kungwo* LEFT SHANGHAI ON SATURDAY NIGHT TO LIGHTEN THE *Triumph*, THE RUKET, STEAM-TUG, HAVING RETURNED THAT DAY. THE *Fatchoy*, STEAM LIGHTER, AND TWO LOCHES HAVE ALSO GONE TO THE STRANDED STEAMER. WHEN THE *Shanghai* PASSED DOWN THIS MORNING THE *Triumph* WAS STILL ON SHORE, WITH THE *Kungwo* ALONG SIDE OF HER.

WE LEARN FROM OUR FOOCHOW CORRESPONDENT THAT THE TEA MARKET AT THAT PORT WAS OPENED ON THE 11TH INST. THE *Glencairn* WAS FULLY ENGAGED AT 14.45 TO WHEN OUR REPORT LEFT, AND WAS EXPECTED TO LEAVE YESTERDAY, THE 11TH INST. THE "GLEN" PEOPLE MUST HAVE WORKED THE ARDUOUS STEAMER TO SECURE SUCH A HANDSOME FREIGHT, AS THERE ARE NO FEWER THAN TEN MORE STEAMERS ON THE BERTH, WHICH WILL PROBABLY HAVE TO ACCEPT £5 OR EVEN LESS, THROUGH RATES FROM FOOCHOW TO LONDON BY THE P. & O. S. N. CO.'S STEAMER *Kohella*, HAVING BEEN CIRCULATED ON THE 13TH AT £3.10 PER TON.

THE SHANGHAI COURIER OF THE 11TH INST.—THE *Triumph* IS STILL BADLY ASHORE NEAR THE ACTION BUOY, BELOW THE LANGSHAN CROSSING. CAPTAIN POPP WAS PILOT, AND WE HEAR THE ACCIDENT HAPPENED THROUGH SOMETHING GOING WRONG WITH HER STEERING GEAR. THE STEAMER *Kungwo* LEFT SHANGHAI ON SATURDAY NIGHT TO LIGHTEN THE *Triumph*, THE RUKET, STEAM-TUG, HAVING RETURNED THAT DAY. THE *Fatchoy*, STEAM LIGHTER, AND TWO LOCHES HAVE ALSO GONE TO THE STRANDED STEAMER. WHEN THE *Shanghai* PASSED DOWN THIS MORNING THE *Triumph* WAS STILL ON SHORE, WITH THE *Kungwo* ALONG SIDE OF HER.

WE LEARN FROM OUR FOOCHOW CORRESPONDENT THAT THE TEA MARKET AT THAT PORT WAS OPENED ON THE 11TH INST. THE *Glencairn* WAS FULLY ENGAGED AT 14.45 TO WHEN OUR REPORT LEFT, AND WAS EXPECTED TO LEAVE YESTERDAY, THE 11TH INST. THE "GLEN" PEOPLE MUST HAVE WORKED THE ARDUOUS STEAMER TO SECURE SUCH A HANDSOME FREIGHT, AS THERE ARE NO FEWER THAN TEN MORE STEAMERS ON THE BERTH, WHICH WILL PROBABLY HAVE TO ACCEPT £5 OR EVEN LESS, THROUGH RATES FROM FOOCHOW TO LONDON BY THE P. & O. S. N. CO.'S STEAMER *Kohella*, HAVING BEEN CIRCULATED ON THE 13TH AT £3.10 PER TON.

THE SHANGHAI COURIER OF THE 11TH INST.—THE *Triumph* IS STILL BADLY ASHORE NEAR THE ACTION BUOY, BELOW THE LANGSHAN CROSSING. CAPTAIN POPP WAS PILOT, AND WE HEAR THE ACCIDENT HAPPENED THROUGH SOMETHING GOING WRONG WITH HER STEERING GEAR. THE STEAMER *Kungwo* LEFT SHANGHAI ON SATURDAY NIGHT TO LIGHTEN THE *Triumph*, THE RUKET, STEAM-TUG, HAVING RETURNED THAT DAY. THE *Fatchoy*, STEAM LIGHTER, AND TWO LOCHES HAVE ALSO GONE TO THE STRANDED STEAMER. WHEN THE *Shanghai* PASSED DOWN THIS MORNING THE *Triumph* WAS STILL ON SHORE, WITH THE *Kungwo* ALONG SIDE OF HER.

WE LEARN FROM OUR FOOCHOW CORRESPONDENT THAT THE TEA MARKET AT THAT PORT WAS OPENED ON THE 11TH INST. THE *Glencairn* WAS FULLY ENGAGED AT 14.45 TO WHEN OUR REPORT LEFT, AND WAS EXPECTED TO LEAVE YESTERDAY, THE 11TH INST. THE "GLEN" PEOPLE MUST HAVE WORKED THE ARDUOUS STEAMER TO SECURE SUCH A HANDSOME FREIGHT, AS THERE ARE NO FEWER THAN TEN MORE STEAMERS ON THE BERTH, WHICH WILL PROBABLY HAVE TO ACCEPT £5 OR EVEN LESS, THROUGH RATES FROM FOOCHOW TO LONDON BY THE P. & O. S. N. CO.'S STEAMER *Kohella*, HAVING BEEN CIRCULATED ON THE 13TH AT £3.10 PER TON.

THE SHANGHAI COURIER OF THE 11TH INST.—THE *Triumph* IS STILL BADLY ASHORE NEAR THE ACTION BUOY, BELOW THE LANGSHAN CROSSING. CAPTAIN POPP WAS PILOT, AND WE HEAR THE ACCIDENT HAPPENED THROUGH SOMETHING GOING WRONG WITH HER STEERING GEAR. THE STEAMER *Kungwo* LEFT SHANGHAI ON SATURDAY NIGHT TO LIGHTEN THE *Triumph*, THE RUKET, STEAM-TUG, HAVING RETURNED THAT DAY. THE *Fatchoy*, STEAM LIGHTER, AND TWO LOCHES HAVE ALSO GONE TO THE STRANDED STEAMER. WHEN THE *Shanghai* PASSED DOWN THIS MORNING THE *Triumph* WAS STILL ON SHORE, WITH THE *Kungwo* ALONG SIDE OF HER.

WE LEARN FROM OUR FOOCHOW CORRESPONDENT THAT THE TEA MARKET AT THAT PORT WAS OPENED ON THE 11TH INST. THE *Glencairn* WAS FULLY ENGAGED AT 14.45 TO WHEN OUR REPORT LEFT, AND WAS EXPECTED TO LEAVE YESTERDAY, THE 11TH INST. THE "GLEN" PEOPLE MUST HAVE WORKED THE ARDUOUS STEAMER TO SECURE SUCH A HANDSOME FREIGHT, AS THERE ARE NO FEWER THAN TEN MORE STEAMERS ON THE BERTH, WHICH WILL PROBABLY HAVE TO ACCEPT £5 OR EVEN LESS, THROUGH RATES FROM FOOCHOW TO LONDON BY THE P. & O. S. N. CO.'S STEAMER *Kohella*, HAVING BEEN CIRCULATED ON THE 13TH AT £3.10 PER TON.

THE SHANGHAI COURIER OF THE 11TH INST.—THE *Triumph* IS STILL BADLY ASHORE NEAR THE ACTION BUOY, BELOW THE LANGSHAN CROSSING. CAPTAIN POPP WAS PILOT, AND WE HEAR THE ACCIDENT HAPPENED THROUGH SOMETHING GOING WRONG WITH HER STEERING GEAR. THE STEAMER *Kungwo* LEFT SHANGHAI ON SATURDAY NIGHT TO LIGHTEN THE *Triumph*, THE RUKET, STEAM-TUG, HAVING RETURNED THAT DAY. THE *Fatchoy*, STEAM LIGHTER, AND TWO LOCHES HAVE ALSO GONE TO THE STRANDED STEAMER. WHEN THE *Shanghai* PASSED DOWN THIS MORNING THE *Triumph* WAS STILL ON SHORE, WITH THE *Kungwo* ALONG SIDE OF HER.

WE LEARN FROM OUR FOOCHOW CORRESPONDENT THAT THE TEA MARKET AT THAT PORT WAS OPENED ON THE 11TH INST. THE *Glencairn* WAS FULLY ENGAGED AT 14.45 TO WHEN OUR REPORT LEFT, AND WAS EXPECTED TO LEAVE YESTERDAY, THE 11TH INST. THE "GLEN" PEOPLE MUST HAVE WORKED THE ARDUOUS STEAMER TO SECURE SUCH A HANDSOME FREIGHT, AS THERE ARE NO FEWER THAN TEN MORE STEAMERS ON THE BERTH, WHICH WILL PROBABLY HAVE TO ACCEPT £5 OR EVEN LESS, THROUGH RATES FROM FOOCHOW TO LONDON BY THE P. & O. S. N. CO.'S STEAMER *Kohella*, HAVING BEEN CIRCULATED ON THE 13TH AT £3.10 PER TON.

THE SHANGHAI COURIER OF THE 11TH INST.—THE *Triumph* IS STILL BADLY ASHORE NEAR THE ACTION BUOY, BELOW THE LANGSHAN CROSSING. CAPTAIN POPP WAS PILOT, AND WE HEAR THE ACCIDENT HAPPENED THROUGH SOMETHING GOING WRONG WITH HER STEERING GEAR. THE STEAMER *Kungwo* LEFT SHANGHAI ON SATURDAY NIGHT TO LIGHTEN THE *Triumph*, THE RUKET, STEAM-TUG, HAVING RETURNED THAT DAY. THE *Fatchoy*, STEAM LIGHTER, AND TWO LOCHES HAVE ALSO GONE TO THE STRANDED STEAMER. WHEN THE *Shanghai* PASSED DOWN THIS MORNING THE *Triumph* WAS STILL ON SHORE, WITH THE *Kungwo* ALONG SIDE OF HER.

WE LEARN FROM OUR FOOCHOW CORRESPONDENT THAT THE TEA MARKET AT THAT PORT WAS OPENED ON THE 11TH INST. THE *Glencairn* WAS FULLY ENGAGED AT 14.45 TO WHEN OUR REPORT LEFT, AND WAS EXPECTED TO LEAVE YESTERDAY, THE 11TH INST. THE "GLEN" PEOPLE MUST HAVE WORKED THE ARDUOUS STEAMER TO SECURE SUCH A HANDSOME FREIGHT, AS THERE ARE NO FEWER THAN TEN MORE STEAMERS ON THE BERTH, WHICH WILL PROBABLY HAVE TO ACCEPT £5 OR EVEN LESS, THROUGH RATES FROM FOOCHOW TO LONDON BY THE P. & O. S. N. CO.'S STEAMER *Kohella*, HAVING BEEN CIRCULATED ON THE 13TH AT £3.10 PER TON.

THE SHANGHAI COURIER OF THE 11TH INST.—THE *Triumph* IS STILL BADLY ASHORE NEAR THE ACTION BUOY, BELOW THE LANGSHAN CROSSING. CAPTAIN POPP WAS PILOT, AND WE HEAR THE ACCIDENT HAPPENED THROUGH SOMETHING GOING WRONG WITH HER STEERING GEAR. THE STEAMER *Kungwo* LEFT SHANGHAI ON SATURDAY NIGHT TO LIGHTEN THE *Triumph*, THE RUK



# THE HONGKONG TELEGRAPH, THURSDAY, JUNE 21, 1883.

It has been frequently said that it is much easier to find a score of men wise enough to discover the truth than to find one honest enough, or with sufficient courage to stand up for it in the face of powerful opposition. This truism is especially applicable to the newspapers of a Colony like Hongkong.

The youngest of the three European journals published in this city, we have never pretended to possess a monopoly of the powers of perception; and are and always have been quite ready to concede that both our contemporaries are equally competent with ourselves to discern and grapple with the abuses which are constantly springing up in our midst—if they but possessed sufficient independence to ignore prospective advantages, and clearly understand the duties they owe to the public. The policy of running with the hare and hunting with the hounds undoubtedly has this advantage to the representatives of the style of sub-servient journalism which has in the past met with so much favor amongst those enterprising local gentry who had personal ends to attain, that, if it affords no protection to the interests of the public, it at least has little chance of creating personal animosities. Our contemporaries with all their wisdom and vast experience of men and things have apparently yet to learn that the liberty of doing evil—which, so far as newspapers are concerned, may be construed to mean neglect of duty by ignoring or misrepresenting public matters affecting the interests of the people—is a detestable form of slavery, and the rationality of thinking (or pretending to think) falsities is glaringly irrational.

As the readiest and best way to find out what future duty will be is to conscientiously carry out our present obligations, we are quite willing that the worshippers of the golden idol should bask in glorious indolence, leaving the thorny path of duty for us to journey over. Of late we have been compelled to indulge in rather strong animadversions on various matters of public importance; but we have still on our file a long list of questions which must be discussed in no mealy mouthed fashion if public interests are to be efficiently protected, and new grievances are cropping up every day. In a small place like this Colony where every person is more or less acquainted, the independent critic's task is no bed of roses; still duty, however unpleasant, must be done; and although one cannot always say with George Herbert that the consciousness of duty performed gives us music at midnight, we agree with Bishop Berkeley that when fortified by self-approving conscience it is impossible we should be greatly afflicted either by censure or calumny.

The opening of our new crusade is intended to be a defence of a time honoured principle, the protection of vested interests, and a strong protest against what might easily become the forerunner of political jobbery and a system of public abuses which could hardly fail to prove detrimental to the best interests and future commercial and social prospects of "this fair city." Sir George Bowen has been such a short time in Hongkong that in common fairness we are bound to make allowance for any slight mistakes he may have made since his arrival on March 10th, which can be traced either to a lack of acquaintance with our old established customs, or to erroneous information supplied by his responsible advisers. From time immemorial—which, so far as concerns Hongkong means a space of 42 years—it has been the invariable custom in this Colony in disposing of the Crown Lands to sell them to the highest bidder at public auction. We believe we are correct in stating that this salutary rule has never on any pretence been departed from—save on one occasion, when Sir Richard McDONNELL disposed of the Hongkong Mint by what Governor Hexham once expressed as "one of the most scandalous jobs ever associated with the history of the Colony." Are we to presume now that Governor Bowen has determined to depart from the old traditional policy of his predecessors, by taking upon himself to sanction the disposal of government property by private contract? It is scarcely necessary for us to say that this query raises a question of paramount importance to the community at large, the answer to which will be anxiously looked for by all classes.

These observations have been elicited by the official letters read at the meeting of the shareholders of the Hongkong Ice Company, Limited, held on Monday the 11th inst. It appears that many years ago the Hongkong Government granted the temporary use of a piece of ground, situated in what is now known as Ice House Lane, to the Ice Association of Hongkong, for the purpose of erecting a store-room for ice, and on the express condition that the Association would always keep on the premises a supply of ice for hospital purposes. In course of time this privilege passed to the Tudor-Ice-Company, which for the purpose of storage—in those days the ice was not manufactured in the Colony but came by sailing vessels from America, and consequently had to be stored in immense quantities—erected the large and unsightly structure which is now in the possession of the Hongkong Ice Company. We have briefly defined the actual position of affairs up to the 10th of March last, on which date the General Managers of the Company received the following letter:

Colonial Secretary's Office, June 10th.

Gentlemen—I have the honor, by direction, to inform you that the Governor in Council has had under consideration the present tenure of Inland Lot No. 564, on which the Ice House stands. His Excellency has been pleased to direct that a Crown Lease for nine hundred and ninety-nine years may be issued to the Company on condition of the payment annually of a premium of twelve thousand dollars, and the sum of an additional sum of twenty-six dollars and eighty-seven cents—I have the honor to be, gentlemen, your most obedient servant,

FREDERICK STEWART,  
General Manager, Ice Co., Ltd.

It is but fair to point out that when this letter was written Sir George Bowen had not arrived in Hongkong, so that the "Governor in Council" was Mr. W. H.

MARSH, who was then administering the government. That His Excellency's decision conveyed in this most unsatisfactory communication was an unwise one we will endeavor to show presently.

Messrs. JARDINE, MATHESON and Co., representing the Hongkong Ice Company's shareholders, naturally enough would have preferred continuing to draw a substantial revenue from property to which they had no legal claim, but sagely recognising the impolicy of attempting to achieve impossibilities, they tried in the annexed letter to beat the government down to a lower price:

Hongkong, 10th March 1883.  
Inland Lot No. 564.

Sir.—With reference to your letter recently Inst. "Intimating that the Ice House stands on the above lot, and that a Crown Lease may be obtained for nine hundred and ninety-nine years on payment of twelve thousand five hundred dollars and an annual rental of one hundred and twenty-six dollars and eight cents, we find that the same stands on the ground in question, and the Association of Hongkong was on condition that a supply of ice for hospital purposes would always be forthcoming, which condition has been fully observed. The supply is now used for other purposes. The building in question is intended for any other purpose than that of an Ice House or Depot, being so damp that articles deposited therein quickly decay. This dampness is caused by the infiltration of the building being situated on a low-lying street, the moisture penetrating the brick wall protecting the outside of the premises.

Owing to their uncertain tenure the Ice Company has hitherto refrained from altering the building in any way, but note that the present arrangement is to give a heavy premium for the ground and a substantial annual rental, it will be imperative upon the Company to make such alterations upon the building as will fit for other purposes than an Ice House only.

In view of the limited accommodation and the anticipated expenditure, and bearing in mind the circumstances under which the present building stands, the Government would be pleased to accept eight thousand dollars, payable in five equal annual instalments, for the ground, and half the yearly rent to himself, dollars, they are prepared to receive by the 1st of July next.

Trusting, sir, that your will be favourably received, We are, Sir, your most obedient servants,

JARDINE, MATHESON & Co., Ltd.  
Gen. Managers, Hongkong Ice Co., Ltd.

Hon. Frederick Stewart,  
Acting Colonial Secretary, Hongkong.

This letter, it will be noted, is dated March 30th—the day on which Sir George Bowen arrived in the colony. Thirteen days afterwards, when it may be assumed the new Governor had only nominally assumed the reins of government, the following reply to their proposal was received by the representatives of the Ice Company:

Colonial Secretary's Office, Hongkong, 24th April 1883.

GENTLEMEN.—With reference to your letter of the 10th instant, I have the honor to direct you that the Ice House stands on the above lot, and that the inhabitants have reduced the premium by letter No. 524 of the 10th ult. from this office, in respect of Inland Lot No. 564 on which the Ice House stands—I have the honor to be, gentlemen, your very Obedient Servt., W. H. MARSH.

Messrs. JARDINE, MATHESON & Co., Ltd.  
Gen. Managers, Ice Co., Ltd.

From the above correspondence it will be seen that the Ice Company had the option of becoming owners of the ground which they have been occupying as a privilege, by paying the sum of \$12,500 and an annual rental of \$126.80; and our readers will note that the Government by making this offer departed from the established custom, which has prevailed so long of selling all Crown land by public auction. We desire to say not one word that would be likely in any way to prove prejudicial to the interests of the Ice Company, but it must frankly be admitted that the time has long since departed when any necessity existed for the Government making any concession of the kind referred to above, either to this or any other public company. At the same time, we should be the last to raise objections to the Hongkong Ice Company being permitted to retain the premises under the old conditions. But we most strenuously object to this valuable piece of ground being handed over to Messrs. JARDINE, MATHESON & Co., or to anybody else, by private arrangement, for any other purposes than that for which it was originally granted. Messrs. JARDINE, MATHESON & Co. in their letter to the Colonial Secretary say that as the Government has decided to charge a heavy premium for the ground and also a substantial rent that "it will be imperative upon the Company to make such alterations upon the building as to fit it for other purposes than an Ice House only." The Government might possibly be justified in disposing of this property for an Ice House under the old arrangement, at half the amount stated in Dr. Stewart's letter, but to sell it at any price by private contract to be applied for other purposes than that agreed to when the concession was first made, would be a gross and unjustifiable interference with vested interests. If Inland Lot No. 564 is to be disposed of, to be used as the purchaser may think fit, we claim that it should be sold in the usual way to the highest bidder at public auction.

In these modern days the space required for an Ice House Lant for retailing ice is less than the size of an ordinary dining room. The ice is manufactured as required and is brought up to the store twice a day. When the Tudor Company was in its zenith the building was used for storing whole cargoes of ice. Now it is quite certain that by pulling down the present building, or by altering it, so as to make it suitable, after providing a small room to retail the ice, for godowns, or offices, it would be an exceedingly cheap purchase at \$12,500 judging from the Oriental Bank property on the opposite side of the street, which cost something like \$13 per foot. But be that as it may, under no circumstances will the Government be justified in selling the Crown lands by private arrangement. The public auction system has worked fairly well in the past, and although it may not have been always so satisfactory as could be wished, it has at least left no suspicion of chicanery or jobbery of any description. We do not question Sir George Bowen's authority to over-ride the old custom, but we certainly question the wisdom and expediency of establishing a precedent which cannot fail to lead to future trouble. Fortunately the action of the General Managers and Shareholders of the Ice Company has afforded the government an opportunity of avoiding a serious difficulty—an opportunity which will probably be availed of. The Ice Company may retain possession on the old understanding, or the place may be trans-

ferred to them permanently, on payment of any stated sum, to be used only as an Ice House; but if it be utilised for other purposes, the Government, it seems to us, are bound in justice to vested interests to act according to precedent, and to put the property up to public auction.

This Medical Registration bubble has at last burst, and the public are now in a position to judge of the bona fides of the measure, which the Attorney-General of Hongkong declaimed in open Council had "not been devised to meet the case of any individual, but had been brought forward in the public interest and to provide some sort of public protection." After the reading of the minutes at the meeting of the Legislative Council yesterday afternoon, the 8th inst., Mr. W. H. MARSH, by direction of His Excellency the Governor, laid upon the table certain documents relating to the Medical Registration Bill. These documents, which were in the shape of official correspondence, included a petition to the Government from the medical practitioners in the Colony; a letter from the Colonial Surgeon to the Acting Colonial Secretary; a despatch from the Secretary of State enclosing a resolution of the Medical Council; a letter from Dr. HARTIGAN to the Colonial Secretary, enclosing a series of resolutions passed at a meeting of the medical faculty held on the 2nd inst., and a letter from Dr. J. C. FISHER to the Colonial Secretary. The whole of these interesting papers are published in the following column.

It will be noted that the petition from the medical gentlemen of the Colony to the Administrator, and covering letter forwarded by Dr. AVRES, are dated May 3rd, 1882; also that the other documents, excepting the letters of Dr. HARRIS and Dr. FISHER which were written a few days ago, were in the hands of the government last year. This naturally suggests the inquiry—why were the whole of these papers not placed on the Council-table for the information of members before the introduction of the Medical Registration Bill? Why were they not, for the information of the public, printed in the Government Gazette? It is certainly a singular circumstance that nothing should have been heard of these important papers until, by the express command of His Excellency the Governor, they are laid on the Council-table, after the Medical Registration Bill had been read a second time, considered in Committee, and passed in all its clauses. It was publicly stated in all the "humble petitioners'" documents that the "humble petitioners" interested made no pretence to delicacy on the subject, but openly declared that if the clause suggested by the Chief Justice and adopted by the Council were not rescinded, they did not want the bill. This plainly indicated what the medical profession thought of the measure which Mr. O'MALLEY grandiloquently stated had not been devised to meet the case of any individual, but had been brought forward in the public interest and to provide some sort of public protection." A meeting of the medical would-be autocrats was afterwards convened, at which twelve "Doctors" were present. The composition of this self-constituted medical tribunal is somewhat singular. They are all described in Dr. HARTIGAN's letter to the Colonial Secretary as "doctors," but more than one of them would find a difficulty in establishing his claim to that honored title. Dr. GORDON's name appears on the list, and we find the Army Medical Department represented by the apparently irrepressible "Doctor" CORTELL and a gentleman who is styled Dr. HOOTON. Dr. ADAIR is the Health Officer of the port, Dr. C. J. WHARRY is the Superintendent of the Government Civil Hospital, and Dr. MARQUES the Assistant-Superintendent, so that the Colonial service element turned out in great strength, and would have still been stronger but for the unavoidable absence of Dr. AVRES, the Colonial Surgeon. Drs. GERLACH, GOVRS, VON DER HORCK, YOUNG, and HARTIGAN are in active practice in the Colony; but Dr. A. J. WHARRY is, we believe, a casual visitor—at all events he is a stranger whose views on this subject can scarcely be regarded as of much practical value. The result of this solemn conclave was the adoption of the following resolutions:

I. Proposed by Deputy Inspector of Hospitals Dr. GORDON, R.N., seconded by Dr. VON DER HORCK.

"I move that, on Section 18, the clause, in its integrity, as originally brought forward in

"The House of Lords," and approved by them, should stand part of the Bill for Hongkong."

II. Proposed by Dr. C. J. WHARRY, seconded by Dr. R. Young.

"I move that the clause prepared by the Chief Justice, moved by the Honourable F. B. MARSH, and seconded by the Honourable P. RYNE, viz.: 'This Ordinance shall not affect Medical Practitioners at present practising in the Colony who object to registration under this Ordinance' be omitted, and instead, we beg to suggest that this Bill be not made compulsory in the case of persons who practise law not medicine in Hongkong. Who is Arthur COTILL, Surgeon, A.M.D.?" Is this gentleman a bona fide physician, practising his profession amongst the public of the Colony? We think not. There is, we believe, a young man named COTILL, who is a surgeon in the Army Hospital Corps, and whose duties, such as they are, are confined entirely to the department with which he is connected. It appears to us that any interference with the affairs of the medical profession in Hongkong, by naval or military outsiders who have actually nothing whatever to do with the community at large, savours strongly of impertinence. In what manner can the local ordinances regulating the medical profession in Hongkong—by this expression we mean those gentlemen who carry on their business amongst the community at large—affect Mr. COTILL, Mr. HUNTER, Dr. CRICK, Mr. WOLSELEY, Dr. GORDON, R.N., Mr. BIRKHAM, R.N., and Mr. ARTHUR W. RUSSELL, R.N.? We are rather inclined to think that if the interference of these medical officers in matters with which they can have no earthly concern, were brought under the notice of the heads of the several departments, they would promptly receive notice to devote their time and attention to their proper duties, instead of mixing themselves up in business entirely apart from the work which they are sent here to perform, and for which they are specially paid.

As the details of Mr. O'MALLEY's Medical Registration Bill have already been discussed, a very brief allusion to that exceedingly ill-advised measure will serve our purpose now. After the bill was read a second time in the Legislative Council and passed into committee, a strenuous opposi-

tion was offered by Messrs. P. RYNE and F. BUCKLEY JOHNSON—the unofficial members, and the only gentlemen at the board whose views on the question at issue could be considered independent and of any practical value—to several of the clauses.

Mr. BUCKLEY JOHNSON objected most strongly to the retrospective effects of the proposed measure—which, he said, might prove a great injustice to medical

gentlemen at present practising in the Colony, who might be thoroughly competent to practise successfully, but had not in their early days taken the steps to acquire the qualifications which the faculty at the present day supposed to be necessary—and proposed the insertion of a clause to the effect that the ordinance should not be made retrospective with regard to medical practitioners now in the Colony.

Although this proposal was opposed by the Attorney-General, that official graciously gave way when he found the Chief Justice supporting the unofficial members by suggesting the adoption of the clause—"This ordinance shall not affect medical practitioners now in the Colony; a letter from the

Medical Council, and the bill was ultimately adopted, the Attorney-General reserving the right of opening discussion on it at the succeeding meeting of the Council—and the object for which the bill was originally hatched by the "humble petitioners," namely, the ostracism and professional ruin of Dr. J. C. FISHER, was completely frustrated. The subsequent proceedings of the medical cabal, in the most barefaced fashion, clearly expose the cloven hoof which has from the first instigated these proceedings.

Immediately it was found that Sir GEORGE PHILIPPO's suggestion would prevent the scandalous injustice contemplated,

the "humble petitioners" interested made no pretence to delicacy on the subject, but openly declared that if the clause suggested by the Chief Justice and adopted by the Council were not rescinded, they did not want the bill.

This plainly indicated what the medical

profession thought of the measure which

Mr. O'MALLEY grandiloquently stated

had not been devised to meet the case of

any individual, but had been brought forward in the public interest and to provide some sort of public protection."

A meeting of the medical would-be autocrats was afterwards convened, at which twelve "Doctors" were present. The composition of this self-constituted medical tribunal is somewhat singular. They are all described in Dr. HARTIGAN's letter to the Colonial Secretary as "doctors," but more than one of them would find a difficulty in establishing his claim to that honored title. Dr. GORDON's name appears on the list, and we find the Army Medical Department represented by the apparently irrepressible "Doctor" CORTELL and a gentleman who is styled Dr. HOOTON. Dr. ADAIR is the Health Officer of the port, Dr. C. J. WHARRY is the Superintendent of the Government Civil Hospital, and Dr. MARQUES the Assistant-Superintendent, so that the Colonial service element turned out in great strength, and would have still been stronger but for the unavoidable absence of Dr. AVRES, the Colonial Surgeon. Drs. GERLACH, GOVRS, VON DER HORCK, YOUNG, and HARTIGAN are in active practice in the Colony; but Dr. A. J. WHARRY is, we believe, a casual visitor—at all events he is a stranger whose views on this subject can scarcely be regarded as of much practical value. The result of this solemn conclave was the adoption of the following resolutions:

I. Proposed by Deputy Inspector of Hospitals Dr. GORDON, R.N., seconded by Dr. VON DER HORCK.

"I move that, on Section 18, the clause, in its integrity, as originally brought forward in

"The House of Lords," and approved by them, should stand part of the Bill for Hongkong."

II. Proposed by Dr. C. J. WHARRY, seconded by Dr. R. Young.

"I move that the clause prepared by the Chief Justice, moved by the Honourable F. B. MARSH, and seconded by the Honourable P. RYNE, viz.: 'This Ordinance shall not affect Medical Practitioners at present practising in the Colony who object to registration under this Ordinance' be omitted, and instead, we beg to suggest that this Bill be not made compulsory in the case of persons who practise law not medicine in Hongkong. Who is Arthur COTILL, Surgeon, A.M.D.?" Is this gentleman a bona fide physician, practising his profession amongst the public of the Colony? We think not. There is, we believe, a young man named COTILL, who is a surgeon in the Army Hospital Corps, and whose duties, such as they are, are confined entirely to the department with which he is connected. It appears to us that any interference with the affairs of the medical profession in Hongkong, by naval or military outsiders who have actually nothing whatever to do with the community at large, savours strongly of impertinence. In what manner can the local ordinances regulating the medical profession in Hongkong—by this expression we mean those gentlemen who carry on their business amongst the community at large—affect Mr. COTILL, Mr. HUNTER, Dr. CRICK, Mr. WOLSELEY, Dr. GORDON, R.N., Mr. BIRKHAM, R.N., and Mr. ARTHUR W. RUSSELL, R.N.? We are rather inclined to think that if the interference of these medical officers in matters with which they can have no earthly concern, were brought under the notice of the heads of the several departments, they would promptly receive notice to devote their time and attention to their proper duties, instead of mixing themselves up in business entirely apart from the work which they are sent here to perform, and for which they are specially paid.

As the details of Mr. O'MALLEY's Medical Registration Bill have already been discussed, a very brief allusion to that exceedingly ill-advised measure will serve our purpose now. After the bill was read a second time in the Legislative Council and passed into committee, a strenuous opposi-

tion of progress has naturally encouraged the hope that the most glaring of our local grievances will quickly be remedied. It has been said by members of the Legislative Council and others that the people of Hongkong require more "elbow-room"; that there is no vacant land for the rapidly increasing industries of the island. This is sheer nonsense. There are hundreds of acres of land suitable sites for buildings of every description, in all parts

of the colony, affording "elbow-room" for twice our present population, and ten times the number of our existing industrial enterprises.

And yet truly enough there is a lack of "elbow-room;" but it is solely owing to the pernicious policy pursued by the Government in "bottling-up" the land in certain districts, and in placing prohibitive prices on lots which are put up to auction. The legitimate revenue of the colony should mainly be the ordinary forms of municipal taxation; therefore it is the duty of the Surveyor-General to allow to put valuations on lands that are lying waste and useless, which prove practically prohibitory. Another great grievance exists in the apathy of the Government in the affairs of the poor classes. Want of

proper house accommodation is one of the worst drawbacks of this city. Rents are so exorbitantly high that the major portion of the incomes of the middle classes is absorbed by the landlords, and the houses are notoriously defective in almost every im-

portant respect. It is the bounden duty of the Government to study the interests of every class in the community, and we submit that this question of house accommoda-

tion is a crying evil which demands immediate attention. There are thousands of splendid building sites in this Colony, admirably suited for dwelling houses. Why should the ground on the Bonham Road be allowed to lie idle? Along the front of the town

